



Democratic Services

Location: Phase II
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**To: COUNCILLOR JONATHAN BIANCO
CABINET MEMBER FOR PROPERTY, HIGHWAYS
AND TRANSPORT**

c.c. All Members of the Property, Highways and
Transport Select Committee
c.c. Kevin Urquhart – Place Directorate
c.c. West Drayton Ward

Date: 02 April 2024

Non-Key Decision request

Form D

Objections to the proposed removal of part of the Zone WD5 permit holder parking place outside No. 12 Old Farm Road, West Drayton to accommodate a new vehicle crossover

Dear Cabinet Member,

Attached is a report requesting that a decision be made by you as an individual Cabinet Member. Democratic Services confirm that this is not a key decision, as such, the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 notice period does not apply.

You should take a decision **on or after Wednesday 10 April 2024** in order to meet Constitutional requirements about publication of decisions that are to be made. You may wish to discuss the report with the Corporate Director before it is made. Please indicate your decision on the duplicate memo supplied, and return it to me when you have made your decision. I will then arrange for the formal notice of decision to be published.

Rebecca Reid
Democratic Services Apprentice

Title of Report: Objections to the proposed removal of part of the Zone WD5 permit holder parking place outside No. 12 Old Farm Road, West Drayton to accommodate a new vehicle crossover

Decision made:

Reasons for your decision: (e.g. as stated in report)

Alternatives considered and rejected: (e.g. as stated in report)

Signed Date.....

Cabinet Member for Property, Highways and Transport

Objections to the proposed removal of part of the Zone WD5 permit holder parking place outside No. 12 Old Farm Road, West Drayton to accommodate a new vehicle crossover

Cabinet Member(s)	Councillor Jonathan Bianco
Cabinet Portfolio(s)	Cabinet Member for Property, Highways and Transport
Officer Contact(s)	Kevin Urquhart – Place Directorate
Papers with report	<p>Appendix A – Proposed plan for the removal of part of the Zone WD5 parking place outside No. 12 Old Farm Road, West Drayton to accommodate a new vehicle crossover.</p> <p>Appendix B – Responses to the formal consultation for the removal of part of the Zone WD5 parking place outside No. 12 Old Farm Road, West Drayton to accommodate a new vehicle crossover and responses to these comments from the Highways Delivery Manager.</p>

HEADLINES

Summary	To inform the Cabinet Member that an objection has been received to proposed amendments outside No. 12 Old Farm Road, West Drayton to accommodate a new vehicle crossing.
Putting our Residents First Delivering on the Council Strategy 2022-2026	<p>This report supports our ambition for residents / the Council of: Live in good quality, affordable homes in connected communities</p> <p>This report supports our commitments to residents of: Safe and Strong Communities.</p>
Financial Cost	The estimated cost of the recommendations set out in this report is £1,000, to be managed within existing Highways revenue budgets
Relevant Select Committee	Property, Highways and Transport Select Committee.
Relevant Ward(s)	West Drayton Ward

RECOMMENDATIONS

That the Cabinet Member:

- 1) Notes the objections received during the statutory consultation for the proposed removal of a section of the permit holder parking place outside No. 12 Old Farm Road, West Drayton.
- 2) Following advice from the Council's Highways Team, approves that the section of the parking place outside No. 12 Old Farm Road, West Drayton be removed and replaced with a section of 'Monday to Friday 9am to 5pm' waiting restrictions as proposed and indicated on Appendix A.

Reasons for recommendation

To allow clear vehicular access to planned individual vehicle crossing being constructed outside No. 12 Old Farm Road, West Drayton.

Alternative options considered / risk management

None at this stage.

Select Committee comments

None at this stage.

SUPPORTING INFORMATION

1. The Council's Highways Team received a request for an additional vehicle crossing to be constructed outside No. 12 Old Farm Road, West Drayton. Prior to work commencing on the construction of this new vehicle crossing, a section of Zone WD5 permit holder parking place will need to be removed from directly outside where the new vehicle crossing is planned in order to ensure unimpeded access and egress to the off-street parking facility that is being created at this property.
2. Following the above, statutory consultation was carried out on these amendments to facilitate the installation of this and other new vehicle crossings within Parking Management Schemes. During this period street notices were erected, and public notices were placed in the London Gazette and a local newspaper.
3. It was proposed that a section of the parking place be removed and replaced with a 'Monday to Friday 9am to 5pm' waiting restriction in order to prevent other drivers from causing an obstruction once the dropped kerb had been constructed. Attached as Appendix A to this report is a plan of the proposals.

4. During the consultation period the Council received five objections from residents who live within the same road where the amendments have been proposed. The main concern of the residents is in relation to the loss of on-street parking as a result of the proposed changes to the parking places. Attached as Appendix B is a spreadsheet of all of the responses made during the consultation with a response from the Council's Highways Delivery Manager alongside.
5. The plan attached as Appendix A to this report shows the proposed amendments outside No. 12 Old Farm Road. The measurement indicated refers to the start reference point of where the revised extent of the parking place begins; it is not representative of the total loss of parking or where the crossover will be installed. When positioning parking places in relation to vehicle crossovers, a gap of between 0.5 metre and 1 metre is left to avoid vehicles overhanging driveways when parking in an adjacent parking place.
6. The main concern of residents opposing these amendments relates to the total loss of parking that would result. The Council's Highways policy for new crossover applications states that crossovers will not be permitted where they would result in the loss of more than one space in residents' parking places in a Parking Management Scheme. To help minimise the overall loss of parking, the length of parking place that needs to be removed has been kept as small as possible by maintaining an existing space outside No. 10 Old Farm Road and two potential spaces outside Nos. 14 and 16 Old Farm Road.
7. The Council's Highways Delivery Manager has reminded the Cabinet Member that the public has a legal right to gain access to their property from the highway. When determining an application for a new vehicle crossing, Section 184 of the Highways Act gives guidance to Highway Authorities in so much as they are only able to ensure that, so far as is practicable, there is safe access to and egress from the premises and there is a need to facilitate so far as practicable the passage of vehicular traffic in highways. The Highways Authority should also take into consideration any physical obstruction preventing the installation. In this case the Council's Highways officers have assessed the points above and have identified no legal basis to reject the application and therefore propose to proceed with the installation of an additional new vehicle crossing.
8. Officers have also been unable to identify another location nearby that is within the vicinity of the Old Farm Road where it would be possible to consider the installation of an additional permit holder parking place to offset the loss of parking as a result of these changes.
9. The proposed amendment outside No. 12 Old Farm Road will result in the loss of one permit holder parking place. The Council's Highways Delivery Manager has responded to the objections raised in Appendix B of this report. Highways colleagues have advised that the new driveway that has been constructed will off-set the loss of on-street parking. It is therefore, recommended to proceed with the changes to the parking outside No. 12 Old Farm Road as proposed and indicated on Appendix A.

Financial Implications

The estimated cost to implement the proposed changes is £1,000, which can be contained within

existing Highways revenue budgets.

RESIDENT BENEFIT & CONSULTATION

The benefit or impact upon Hillingdon residents, service users and communities?

The recommendation will provide clear access to a new vehicle crossing being constructed outside No. 12 Old Farm Road, West Drayton. Although this will result in the loss of some on-street parking, the off-street parking area being created would off-set the loss of on-street parking.

Consultation carried out or required

Statutory consultation was carried out between 24th January and 14th February 2024 by the insertion of public notices in the local newspaper and displayed on site. No further consultation is required.

CORPORATE CONSIDERATIONS

Corporate Finance

Corporate Finance has reviewed the recommendations to this report and concurs with the financial implications as set out above.

Legal

The Council's power to make orders relating to parking places is set out in Part IV of the Road Traffic Regulation Act 1984.

If the recommendation is implemented, this report indicates that a permit parking place will be removed, and additional waiting restrictions will be imposed on the road. The Council's power to make orders imposing waiting restrictions is set out in Part 1 of the Road Traffic Regulation Act 1984. The consultation and order making statutory procedures to be followed in this case are set out in The Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996 (SI 1996/2489).

Section 122 of the Road Traffic Regulation Act 1984 requires the Council to balance the concerns of the objectors with the statutory duty to secure the expeditious, convenient, and safe movement of vehicular and other traffic.

Availability of off-street parking and safe access to the driveway identified in this report are relevant considerations in deciding whether to make this form of order. In considering the consultation responses, decision makers must ensure there is a full consideration of all representations arising including those which do not accord with the officer's recommendation. The decision maker must be satisfied that responses from the public were conscientiously taken into account. The Council must also be mindful of its public sector equality duty under section 149 of the Equality Act 2010.

The Traffic Signs Regulations and General Directions 2016 govern road traffic signs and road markings. There are no special circumstances drawn to our attention that would prevent removal of the permit parking place and introduction of waiting restrictions provided that the appropriate statutory procedures are followed.

Comments from other relevant service areas

None at this stage.

BACKGROUND PAPERS

NIL.

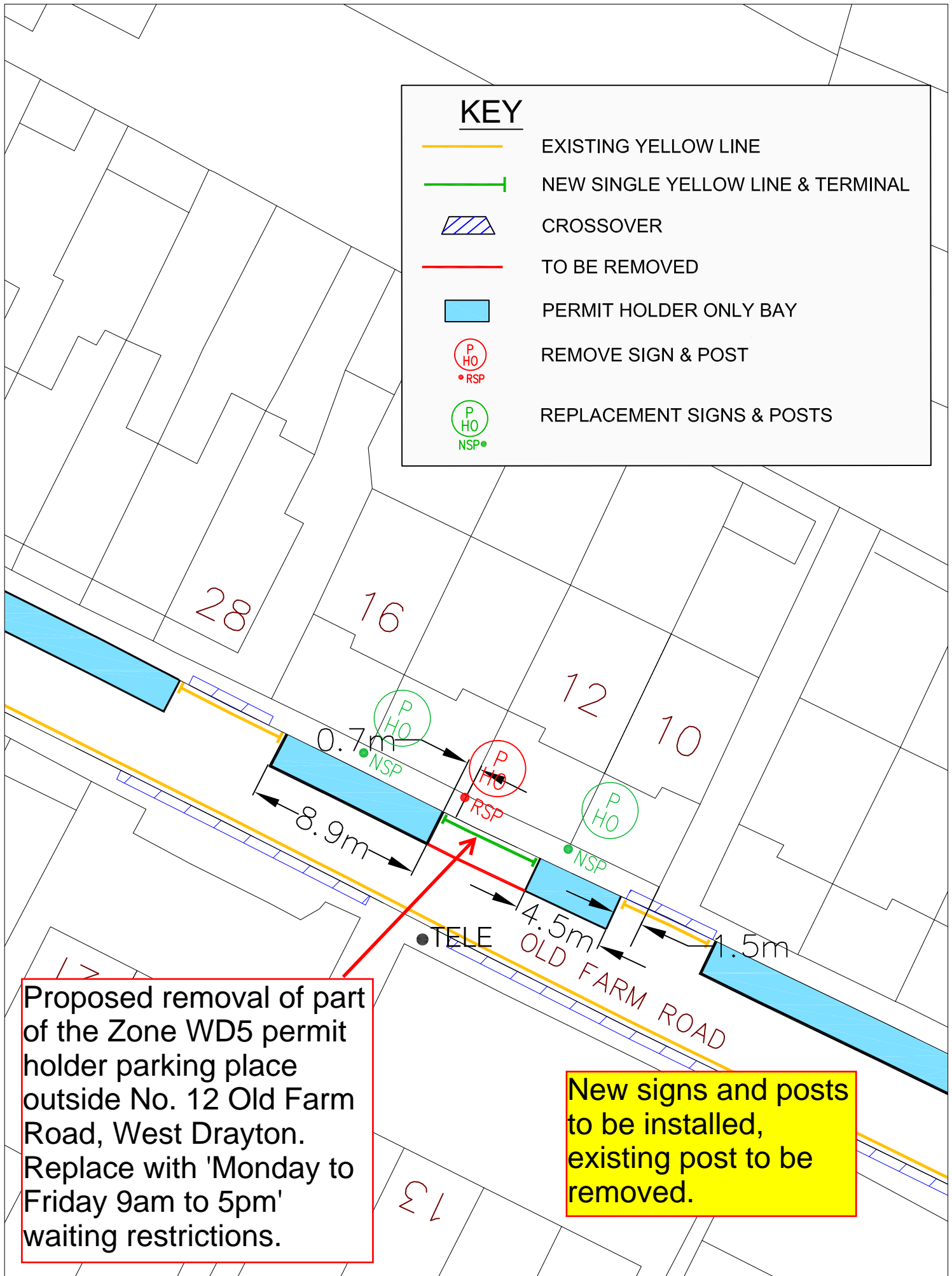
TITLE OF ANY APPENDICES

Appendix A – Proposed plan for the removal of part of the Zone WD5 parking place outside No. 12 Old Farm Road, West Drayton to accommodate a new vehicle crossover.

Appendix B – Responses to the formal consultation for the removal of part of the Zone WD5 parking place outside No. 12 Old Farm Road, West Drayton to accommodate a new vehicle crossover and responses to these comments from the Highways Delivery Manager.

12 Old Farm Road, West Drayton

Proposed amendments for a new vehicle crossing



Responses from residents to the formal consultation	Response from the Highways Delivery Manager
<p>I am writing regarding the above reference - Proposed Changes to Parking in Old Farm Road, West Drayton.</p> <p>I wish to strongly object to this proposal to remove a section of Zone WD5 parking outside of No. 12 Old Farm West Drayton to enable a crossover.</p> <p>I have lived in Old Farm Road for over 33 years and parking has always been an issue due to it being a narrow road and cars are only able to park on one side. This was somewhat alleviated when residents parking was introduced but has still caused issues on many occasions especially as 3 of the town houses on the opposite side of the road are now Houses of Multiple Occupancy.</p> <p>A member of my family has numerous health problems including mobility difficulties related to their condition. Even with a 4 car parking bay outside of near our house we sometimes have to park in neighbouring roads as there are no spaces at all available in Old Farm Road.</p> <p>The bay outside of No's 10,12,14 and 16 is for 4 cars, however, as it is not 4 individually marked bays removing the space from outside of No. 12 will potentially turn it into a space for only 2 cars due to larger vehicles parking in the middle of the space outside of No's 14 and 16.</p> <p>The 8 houses (No's 2-16) on the even numbers side of the road all have the same facade, small front gardens and low brick walls. There are no other crossovers in front of these houses and allowing this proposal to remove the space outside of No.12 will ruin the look of the whole area and, if approved, how many other requests for crossovers will you receive? I am greatly concerned that this will start a trend and there will be no parking spaces left for anyone.</p> <p>As Old Farm Road is in a Conservation area surely maintaining the aesthetics of the road far outweighs the wishes of one resident to essentially reserve themselves a guaranteed parking space?</p> <p>I look forward to hearing from you in the near future.</p>	<p>Whilst we appreciate needs of residents to use the on-street parking bays, the Council's crossover policy permits residents to have crossovers for off-street parking and there would not be more than one loss of parking bay and subsequently one less car parking on the road. There is also the opportunity of having a disabled parking bay on-street to help residents who experience mobility difficulties. Our conservation colleagues, in accordance with our crossover policy, would only advise on such areas as material choice and all residents in the borough, (living on conservation roads or not) can apply for a crossover and their applications have to be assessed within the provisions of the crossover policy.</p>

Responses from residents to the formal consultation	Response from the Highways Delivery Manager
<p>I understand that an amendment has been applied for concerning the removal of a section of the WD5 controlled parking. This is the area directly outside no.12 Old Farm Road.</p> <p>I understand that this will allow the installation of a dropped kerb to facilitate the use of the garden area as a parking place.</p> <p>I would not support this application, as it would remove a parking space from the surrounding area. To the detriment of other home owners in Old farm rd.</p> <p>I feel sure, if allowed, this will encourage other owners in the road to apply, losing further parking spaces.</p> <p>I would also point out that we need to encourage home owners to keep their garden aras as garden, helping with rain management and the burden of climate change.</p> <p>I understand that the council is a keen support of these and many other measures, to assist efforts to minimise the effects of climate change.</p>	<p>Whist we appreciate needs of residents to use the on-street parking bays, the Council's crossover policy permits residents to have crossovers for off-street parking and there would not be more than one loss of parking bay and subsequently one less car parking on the road to nullify the loss. The decision to use front gardens for parking or to support climate change is a personal matter outside the jurisdiction of the Council</p>

Responses from residents to the formal consultation	Response from the Highways Delivery Manager
<p>I am writing to ask you to reconsider the proposal to remove resident parking provision outside 12 Old Farm Road so as to facilitate a crossover. The reasons being as follows -</p> <p>1) I am extremely concerned as to the impact that the vehicle installation will have on my property. The reason being I share a front garden wall with No 12 as well as the side partition that divides our front gardens. Removing the red brick wall at no 12 will clearly have a negative visual impact in terms of consistency as will the parking of a car in a small space. The houses along the same side of the road on which no 12 sits have the same red brick wall.</p> <p>2) There is already a lamp post outside my property and the proposal is to install a new sign/post outside no 10, which means there will be the lamp post and replacement sign within the length of about 4.5 metres.</p> <p>Re Domestic Vehicle Footway Crossover Policy and generally I would like to point out the following -</p> <p>3) Old Farm Road is in a conservation area. Page 6 states that the advice of the Conservation team has to be obtained on the acceptability of a new opening. Has this advice been sought?</p> <p>4) The policy indicates an absolute minimum of 3.8 metres had standing for a vehicle parked at 90 degrees to the road. Can you please confirm this is the case at no 12 as I cannot see it on the proposed amendment that was attached with your letter?</p> <p>Finally, I would like to add that the cottages on the other side of the road i.e. No 23 onwards have no available parking outside their properties. Old Farm Road is narrow and parking can only function adequately if everyone parks on the same side. Also 3 properties on Old Farm Road have HMO status (with 6 separate tenants in each property) which makes parking difficult. Therefore surely, there can be no good reason for reducing overall amenity for other residents just to secure one resident with a parking place?</p> <p>I look forward to your response.</p>	<p>The removal of the boundary wall is a private matter which is outside the jurisdiction of the Council, which can even take place without a crossover application.</p> <p>Whilst we appreciate needs of residents to use the on-street parking bays, the Council's crossover policy permits residents to have crossovers for off-street parking and there would not be more than one loss of parking bay and subsequently one less car parking on the road. Our conservation colleagues have been consulted, in accordance with our crossover policy. Please be advised that they would normally only advise on such areas as material choice and all residents in the borough, (living on conservation roads or not) can apply for a crossover and their applications have to be assessed within the provisions of the crossover policy. The application would not be approved if an absolute minimum of 3.8 metres had standing for a vehicle parked at 90 degrees to the road cannot be achieved. There would be not more than one parking bay loss and subsequently one less car parking on the road to nullify the loss. In certain instances, the application has resulted in the accommodation of more than one car on the driveway.</p>

Responses from residents to the formal consultation	Response from the Highways Delivery Manager
<p>I have been a resident in Old Farm Road since 1970. I am writing to ask you to reconsider the proposal to remove resident parking provision outside 12 Old Farm Road so as to facilitate a crossover.</p> <p>By reference to what I understand to be the relevant policy (Domestic Vehicle Footway Crossover Policy) and more generally, I would make the following points:-</p> <p>1) Old Farm Road is in a conservation area. On page 6 of the policy it is recommended that where a property is in a conservation area then advice on the acceptability of a new opening be sought from the Conservation Team. If advice has been sought, please could you provide me with copy of same? If it has not I would ask that you seek it before any final decisions are made.</p> <p>The houses along the side of the road on which no 12 sits all currently have the same low brick red wall. Removing this at no 12 will clearly have a negative visual impact in terms of consistency as will the parking of a car in a small space never designed with parking in mind.</p> <p>2) The policy indicates an absolute bare minimum of 3.8m hard standing for a vehicle parked at 90 degrees to the road. Please can you confirm this is the case at no 12 as it is not marked on the plan.</p> <p>3) Finally, and although I am not sure how it fits with the policy, I would ask you to consider the fact that parking provision in Old Farm Road is already difficult, relative to the number of properties (3 have already been reordered as HMO).</p> <p>In practical terms the cottages on the other side of the road have no available parking outside their properties. The road is narrow and parking can only function properly if everyone parks on the same side. In such circumstances, surely there can be no good reason for reducing overall amenity for other residents just to guarantee one individual resident a parking place?</p> <p>I look forward to hearing from you.</p>	<p>The removal of the boundary wall is a private matter which is outside the jurisdiction of the Council, which can even take place without a crossover application.</p> <p>Whilst we appreciate needs of residents to use the on-street parking bays, the Council's crossover policy permits residents to have crossovers for off-street parking and there would not be more than one loss of parking bay and subsequently one less car parking on the road. Our conservation colleagues have been consulted, in accordance with our crossover policy. Please be advised that they would normally only advise on such areas as material choice and all residents in the borough, (living on conservation roads or not) can apply for a crossover and their applications have to be assessed within the provisions of the crossover policy. The application would not be approved if an absolute minimum of 3.8 metres had standing for a vehicle parked at 90 degrees to the road cannot be achieved. There would be not more than one parking bay loss and subsequently one less car parking on the road to nullify the loss. In certain instances, the application has resulted in the accommodation of more than one car on the driveway.</p>
<p>I would like to say that I am not happy with the proposed changes to remove a section of Zone WD5 parking place outside No. 12 Old Farm Road, West Drayton and replace with 'Monday to Friday 9am to 5pm' waiting restrictions.</p> <p>We are already struggling with finding space to park in WD5 zone and this will take away another one or possibly two parking spaces. More houses has been changed into multi-occupancy premises on Old Farm Road and the parking spaces are already not sufficient.</p> <p>I hope that you will put the community first and won't allow for the changes to happen.</p>	<p>Whilst we appreciate needs of residents to use the on-street parking bays, the Council's crossover policy permits residents to have crossovers for off-street parking and there would not be more than one loss of parking bay and subsequently one less car parking on the road.</p>